

PROVING THE POINT— IN CANADA

Vancouver, start May 3
Kelowna, May 3
Red Deer, May 4
Saskatoon, May 5
Brandon, May 6
Ft. William, May 7
North Bay, May 8
Kingston, May 9
Montreal, May 10

**OUTRIGHT WINNER FORD CORTINA : COUPE DES DAMES AND CLASS 1 SUNBEAM
IMP : TEAM AWARD DATSUN**

OVERALL PLACINGS

- 1, Ford Cortina-Lotus (R. Clark and J. Peters), 44 penalties, and winner Class 3.
- 2, Plymouth Barracuda (S. Harvey and M. Kerry), 133, and winner Class 5.
- 3, Datsun (K. Schulz and P. Manson), 170, and winner Class 2.
- 4, Ford Cortina-Lotus (P. MacLennan and J. Wilson), 329, Class 3.
- 5, Citroen (M. Rainville and R. Edwardes), 346, and winner Class 4.
- 6, Citroen (J.-C. Ogier and L. Pointet), 387, and winner Class 4 Mixed.
- 7, Jeep Wagoneer (B. Bunch and D. Bland), 443, and winner Class 6.
- 8, Rambler (E. Sivonen and T. Jones), 560, Class 5.
- 9, Volkswagen (B. Donohue and J. O'Dwyer), 584, Class 3.
- 10, Volkswagen (F. Hochreuter and L. Ecker), 633, Class 3.

Class 1—up to 1000 cc (61.02 cu. in.)

Class 2—1001 cc to 1300 cc (61.08 to 79.33 cu. in.)

Class 3—1301 cc to 1600 cc (79.39 to 97.60 cu. in.)

Class 4—1601 cc to 2500 cc (97.66 to 152.50 cu. in.)

Class 5—2501 cc to 5000 cc (152.56 to 305.00 cu. in.)

Class 6—5001 cc and up (305.06 cu. in.)

ROGER Clark of Britain and Jim Peters of Canada co-drove a 1967 Ford Cortina-Lotus to win the 1967 Shell Centennial Rally. They lost 44 points on the 4,500-mile, eight-day drive from Vancouver to Expo '67 at Montreal, only 30 per cent of which was on metalled roads. In second place were Scott Harvey of the U.S.A. and Mike Kerry of Canada in a Plymouth Barracuda with 133 points, and third was a Datsun 411 driven by two Canadians, Karl Schulz and Paul Manson, with 170 points.

This year's Shell Rally was to have 100 entries for the Centennial, but 93 cars drove off from Vancouver, the first 14 with the wrong instructions—causing an adjustment of points at the first check. On to Westwood, the road race circuit, for the first special stage where the target figure had been set the year before in a race-tuned Mustang. Paul MacLennan and John Wilson in a team Ford

made a remarkable time, the two Canadians losing only 2 points and giving them the lead position which they carried for almost six days. By the time the first civic reception stop-over was reached at Kelowna, B.C., eight cars were out, mostly due to accidents. Results, then revised, left MacLennan-Wilson first, John Smith and John Catto of Canada in a Lotus-Cortina second and Schulz-Manson third.

On to the Cascade special section, and here Britain's Anita Taylor in her first ever Shell Rally along with Mrs. Terry Gilles of Canada had to be rescued when their team Ford had a puncture, the tyre rolled off the rim and smashed the brakes. Another candidate for the *Coupe des Dames*, the American Motors team Rambler, driven by Canadian Diana Carter Polivka and Barbara Jean Jack, got mired after construction crews had removed direction arrows. The burly road gang stood by, watching the girls sweat and winch, saying, "Keep cool, girls, there's lots of time". Eventually the Rambler was taken out by a huge earth mover. The

Coupe leaders coming into the second stop-over at Red Deer, Alberta, were Ireland's Rosemary Smith and Canadian Ann Coombe in a Sunbeam Imp.

The manufacturer's teams were all going well with Citroen out in front with 169 points, followed by Datsun with 291, Ford with 799, VW Dealers 973 and American Motors 1107. A further 15 cars joined the drop-outs.

The drive across the prairies saw very little change in positions. The long hours and short stop-overs were wearying the crews and testing out the cars with 14½ hours of driving between Saskatoon and Brandon and on into Ontario at Fort William. The Smith-Coombe Imp was maintaining the *Coupe des Dames* lead, and was up to seventh overall at Brandon, Manitoba.

The Clark-Peters Ford had picked up quite a few places, due to Clark's skill in the special stages, and was third at Brandon behind MacLennan-Wilson and Schulz-Manson. The French crew of Jean-Claude Ogier and Lucette Pointet were finding the rally tough and the Citroen was getting in just in time at the controls, Lucette standing up with the door half open, her route card in her teeth to make a quick check-in.

She had not expected the navigators to be using so much calculating equipment. Ogier had made repairs to the car with fantastic ability and speed, and the two were in fifth place overall and well ahead in the mixed couples. A special Press Category had been completely eliminated by this time.

Between Fort William and North Bay the picture changed dramatically and mostly in a large mud hole. In went a Citroen; a second Citroen

went in to help; in went the MacLennan-Wilson Ford, and although Wilson helped to push the Citroens, 20 points went to the lead car. With this set of stick-in-the muds only partially clared, in went the Smith-Coombe Imp which balked the Schulz-Manson Datsun, causing it to stop. And with momentum halted, the car began to dig in.

This same mud hole took out the Taylor-Gilles team Ford and a team Citroen driven by Canadians Keith Ronald and John Medwell. So two manufacturer's teams were eliminated within minutes of each other.

With 51 cars still running as they left North Bay, Ontario the lead had been MacLennan-Wilson first with 22 points, Clark-Peters second with 23, Schulz-Manson third with 46 points, and the team standings showed Ford leading 893, then American Motors with 1270, Nissan Datsun 1300 with 1357 and VW Dealers with 1523. But the Espanola mud hole had shaken the results and when the cars pulled on to the ramp of the 30-million-dollar city hall at Toronto, it was Clark and Peters who met the Mayor and got the glory of interviews and photography.

The MacLennan-Wilson Ford had lost a further 133 points in the special stage at Camp Borden when they ran off-course and bent a tie rod, causing extreme toe-in.

The crews were all complaining of exhaustion and the mud and dust. Of the Ontario section Rosemary Smith, still leading for the *Coupe des Dames* said she was anxious only for the end of the Rally, never mind the Trophy...

By Kingston, Ontario, the final stop-over before the run to Expo, the positions showed Clark-Peters

in the Ford first with 24 points, Clark having made excellent time at the Mosport race course special section. Second was the Schulz-Manson Datsun with 53 points, third a Citroen driven by Marcel Rainville and Robin Edwardes of Canada with 92 points. Team standings were Nissan Datsun 1657 points, American Motors 2729 points and VW Dealers 2902; 44 cars were still running.

The Rambler team suffered a blow late in the Rally when the Carter-Jack car had a head-on collision at Hull Quebec and, although the two girls were not injured, they could not continue. The last special stage was at Le Circuit St. Jovite and then a clear run into Montreal.

The final checkpoint was at the Autostade at Expo and the Clark-Peters Ford ran with 44 penalties,

followed by the Schulz-Manson Datsun with 120 and the Harvey-Kerry Barracuda with 133. A protest from the Chrysler drivers that the Datsun had a broken seal on the alternator was upheld, and the Datsun debited with another 50 points, dropping it to third place. The Smith-Coombe Imp, in 13th position overall with 761 points, took the *Coupe des Dames* and Class 1 (up to 1,000 c.c.), and

the Ogier-Pointet Citroen the mixed category. Datsun 1300 saloons took the Team Award.

Rumour has it that this will be the last Shell Rally, but only the sponsors know for sure. The 43 survivors of this longest-ever Shell were typified by "tail-end Charlie", Roy Hopkins of Texas, whose Datsun had 4,959 points—"Man, Texas is big, but Canada sure seems a whole lot bigger".